



## **Conclusions and Actions from ETN's IED teleconference call**

Date 28 August 2013  
Review of the BREF document

Participants:

Richard Tuthill, Chairman of the ETN IED working Group  
Roger Brandwood, E.ON  
Aaron J Stevens, Rolls-Royce  
Christer Björkqvist, ETN

Based on the urgency to act on this matter and the limited time to submit comment on the BREF document related to the IED LCP Directive the ETN office decided to hold the teleconference call even if many working Group members could not be present due to the holiday period.

Christer started by informing the group that ETN could now use the online system called BATIS to make comments on the draft. However, it was agreed that ETN members should still submit comments to the document in the available EC spread sheet in order to reach a common agreement prior to any inclusions.

At the start of the meeting it was clarified that even if individual organisations have concerns about the IED directive no changes will be able to be done to the IED directive so the comments should be focusing only on the BREF document.

During the meeting it became clear that there is quite a big disconnect between the IED directive and the BREF. It was also raised concerns about incorrect data in the document as well as uncertainties to how the document will be used in the permitting process. In the past the WG has only discussed issues related to operations on liquid fuel but It was agreed that as we now have the option to make wider comments we should do so and inform the wider ETN community about the urgency to do so.

The top five issues with the current BREF document were highlighted:

1. Industry has worked hard to submit information putting reasoned arguments forward. This has been via national bodies and trade groups. Much of this seems to be ignored in the drafting of this document.

2. It is completely opaque how the Seville IPPC team reached their conclusions on emissions and performance levels. Submitted data has been screened out, but we don't know on what grounds.
3. Sustaining the performance levels in the BAT Conclusions will be challenging for some plant – be they; new plant NOx levels, or flexibly operated plant and overall emissions. As it currently is stated it is likely to be an increase in operational expense even if no hardware upgrades are required.
4. There is a lack of consideration of operating modes (base load, mid merit etc.), and hence the ability to achieve or afford this “Best of the Best” performance
5. The period for comments is too short, and we believe a second draft should be incorporated into the document development process

**IED Derogations** - it is not clear how the IED derogations fit into the environment laid out in BREF:-

#### *Article 32*

#### **Transitional National Plan**

In essence this limits on tonnes per annum – but BAT still to be implemented.

#### *Article 33*

#### **Limited life time derogation 1.**

During the period from 1 January 2016 to 31 December 2023, combustion plants may be exempted from compliance with the emission limit values referred to in Article 30(2) and with the rates of desulphurisation referred to in Article 31, where applicable, and from their inclusion in the transitional national plan referred to in Article 32 provided that the following conditions are fulfilled:

(a) the operator of the combustion plant undertakes, in a written declaration submitted by 1 January 2014 at the latest to the competent authority, not to operate the plant for more than 17 500 operating hours, starting from 1 January 2016 and ending no later than 31 December 2023;

(b) the operator is required to submit each year to the competent authority a record of the number of operating hours since 1 January 2016;

(c) the emission limit values for sulphur dioxides, nitrogen oxides and dust set out in the permit for the combustion plant applicable on 31 December 2015, pursuant in particular to the requirements of Directives 2001/80/EC and 2008/1/EC, shall at least be maintained during the remaining operational life of the combustion plant. Combustion plants with a total rated thermal input of more than 500MW firing solid fuels, which were granted the first permit after 1 July 1987, shall comply with the emission limit values for nitrogen oxides set out in Part 1 of Annex V; and

(d) the combustion plant has not been granted an exemption as referred to in Article 4(4) of Directive 2001/80/EC.

Also there are various locations in Annex V where 500hr for emergency plant are noted.

It was further noted by Aaron that the BREF appears to remove some of the flexibility of the IED – for example no longer allowing more efficient simple cycle units to have a higher AEL, and there is uncertainty as to how the 'only >70% loading' provision of the IED now stands given this BREF – requested AEL's may potentially need to be met from 0-100% load depending on whether we assume the definitive IED, ambiguous BREF or current Member State permitting practices related to Stable Export Limits, have precedence.

Given the complexity of the BREF Aaron offered to chair in good faith with the group a spread sheet that he had put together for Rolls-Royce in order to see the expected implications of the numbers that are distributed across chapter 10 in order to communicate the big picture of the proposed BREF.

The group concluded that given the importance of all the issues raised we should highlight this to the wider ETN community and provide them with the possibility to comment. It was also concluded that we then need to set up a face-to-face meeting in order to discuss and agree on the comments and the suggested changes to submit to the IPPC Bureau well before the deadline at the end of September. Christer Offered to host a meeting at ETN's new office facilities in Brussels. The agreed time and date for this meeting was to have a full day meeting on the 17 September. Roger highlighted that they also had submitted comments to Eurelectric and proposed to invite Helene Lavray for this meeting as well.

### **Actions**

The following actions were agreed up on:

- Arron to send to the ETN IED working group an internal spread sheet to get an better overview of the potential impact on individual engines
- Christer and Dick to prepare an invitation to the wider ETN community to provide comments to the BREF in the prepared EC spread sheet
- ETN to organise and to invite for an ETN BREF reviewing meeting in **Brussels on the 17<sup>th</sup> of September** (8:00-18.00)
- Individual comments as well as specific paragraphs that should be discussed at the meeting should be sent to the ETN office before the 12 September in order to be included in the agenda
- Christer to contact and invite Helene Lavray from Eurelectric ([hlavray@eurelectric.org](mailto:hlavray@eurelectric.org)) for this meeting

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